

Principle # 5

Provide choices and safety in transportation to create livable, walkable communities that increase accessibility for people of all ages, whether on foot, bicycle or in motor vehicles

Case Study

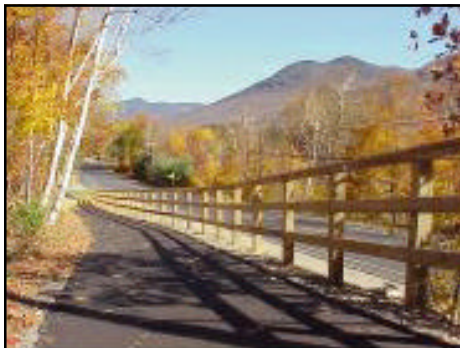
Trails and Walkways

The 1991 Intermodal Surface Transportation Efficiency Act (ISTEA) designated 10 percent of all Surface Transportation Program funds for Transportation Enhancement Activities. This program encourages development of "livable communities" by funding projects that preserve the historic culture of the transportation system and/or enhance the operation of the system for its users. The 1998 Transportation Equity Act for the 21st Century (TEA-21) continued the Transportation Enhancement Program and

expanded the eligible use of funds. Several New Hampshire communities - including Lincoln, Nashua, Portsmouth, and Wolfeboro - have completed projects that increase or enhance pedestrian and bicycle access and safety through TEA-21 funding. Transportation Enhancement proposals are sought every two years. The TEA-21 process is coordinated by the Regional Planning Commissions.

What Types of Projects are Eligible for TEA-21 Funds?

- Facilities for bicyclists and pedestrians
- Safety and educational activities for bicyclists and pedestrians
- Acquisition of scenic easements and scenic or historic sites
- Scenic or historic highway programs (including tourist and welcome centers)
- Landscaping and beautification
- Historic preservation
- Rehabilitation and operation of historic transportation buildings, structures, or facilities (including railroads and canals)
- Preservation of abandoned railway corridors (including conversion for bicycle and pedestrian paths)
- Control and removal of outdoor advertising
- Archaeological planning and research
- Environmental mitigation to address water pollution from highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity
- Transportation museums



Lincoln Multiple-Use Path

Lincoln constructed over 2.5 miles of sidewalk and multiple-use path along Route 112 using Transportation Enhancement money. The new trail connects the ski areas and sur-

rounding developments to downtown, and allows residents and visitors to enjoy the area's scenic beauty while affording safety from roadway traffic.

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Nashua Sidewalk Project

Completion of sidewalk connections along Manchester Street from the schools to surrounding neighborhoods improved safety for pedestrians of all ages. Projects like these

help create healthier and more livable communities by enhancing mobility and security, and increasing opportunities for physical activity and social interaction.



Rockingham Bicycle/Pedestrian Facility

The Rockingham Bicycle/Pedestrian Bridge and multi-use path provides a critical link between downtown Portsmouth and Pease International Tradeport, and also connect to Dover via the

General Sullivan Bridge. The bridge spans the Spaulding Turnpike at the I-95 overpass. The project was partly funded with Transportation Enhancement money.

Wolfeboro Multiple-Use Path

Nearly a mile of a multiple-use path constructed along NH Route 28 in scenic Wolfeboro allows access by foot, bicycle,

and other means, to parts of town that were previously accessible only by automobile.



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Portsmouth Transportation Center

The Portsmouth Transportation Center at Pease International Tradeport is located at I-95 Exit 3A from the North, or Exit 3 from the South, just off New Hampshire Route 33, and Route 16/Spaulding Turnpike. This location is convenient to the NH Seacoast and Lakes

Regions, and southern coastal Maine. The terminal offers interstate bus service by C&J Trailways, plus local Seacoast Trolley and regional COAST (Cooperative Alliance for Seacoast Transportation) bus service.



The Portsmouth Transportation Center opened in 2000. The Center is also the largest of the state's 26 park-and-ride facilities, with over 975 parking spaces.

Bicycle paths connect to Dover and downtown Portsmouth. The facility includes bicycle racks, lockers, and payphones.

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Passenger Rail Returns

Ridership has far exceeded expectations since Amtrak Downeaster passenger train began service in December 2001 with four daily round trips between Portland and Boston. Stops include Saco and Wells in Maine; Dover, Durham, and Exeter in New Hampshire; and Haverhill, Massachusetts. Dover's station is shown here.

The State of Maine began the effort to restore passenger service from

Portland to Boston in 1989. Passenger service last ran on this line in 1965. The Federal Transit Administration provided a \$38 million new start grant to rebuild rail line, crossings, and bridges, and develop passenger facilities. Durham, Dover, and Exeter received Congestion Mitigation and Air Quality and Transportation Enhancement funds to develop inter-modal stations.



Dover Railroad Station

Dover's intermodal train station offers local bus and taxi services, and commuter parking. The downtown location is accessible by foot or bicycle. The federal government and City of Dover shared the \$1.2 million cost of the station. A Great American Train Foundation grant helped offset some of Dover's 20 percent share. In December 2001, in the first two weeks

of operation, 14,071 riders took the train. The station houses restrooms, public phones, and a police substation. Plans are underway for a visitor welcome center with vendor space. From Spaulding Turnpike take Exit 8E Silver Street to Locust Street (turn left at 2nd light), continue straight north cross Cocheco River bridge; proceed 1/8 mile, station is on left.

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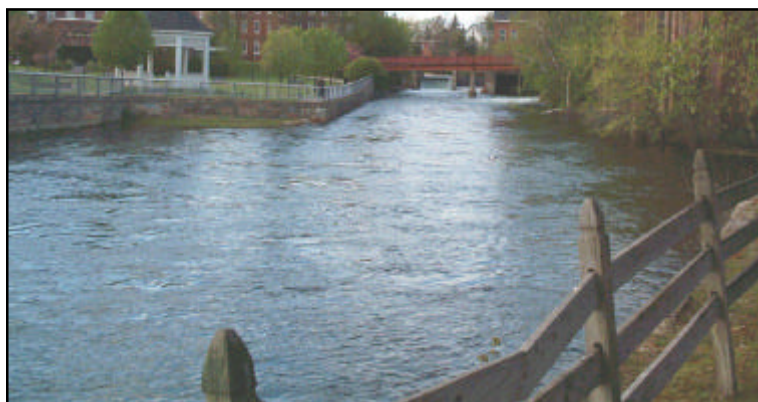
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Pedestrian Covered Bridge, Dover

The pedestrian bridge built across the Cocheco River in downtown Dover in 1996 is reminiscent of the state's historic covered bridges. The former pipe bridge was adapted for pedestrian use as part of the downtown beautification project begun nearly 20 years ago and is part of the expanded Riverwalk

among the old mills of Dover. The 155-foot prefabricated bridge was shipped to North Carolina and pressure treated, then returned to Dover, assembled on the shore, and floated into place. Look for Cocheco Falls Mill Courtyard on Central Avenue, directly across from First Street



Riverwalk, Laconia

The riverfront park and walkways in downtown Laconia provide pedestrian access to downtown shopping, city hall, and the textile museum. Strollers can enjoy concerts and other community activi-

ties in the park, or simply walking or jogging in the beautiful surroundings of the Lakes Region. Take Route 3 or Route 106 into the city center.

Restrooms on Main Street, Meredith

Provision of amenities that make walking a more enjoyable and welcoming experience encourages pedestrian activity. An often overlooked element is publicly accessible restrooms for the down-

town area. Meredith's Main Street offers public restrooms as part of a package of pedestrian amenities. People are more likely to walk or shop longer if clean and convenient restrooms are provided.



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In-town Pedestrian & Boating Area, Plymouth

Just one block from Main Street in the heart of downtown Plymouth, the Pemigewasset River boating access facility not only provides access for boaters, but also offers riverfront access to pedestrians and picnickers. This significant downtown asset is located next to the

Plymouth District Court and directly behind the Plymouth Area Senior Citizens Center. It creates a scenic and calming setting for the adjoining municipal lot. Take I-93 north to Exit 25 and head west towards the village center, first left after bridge.



Transportation Terminal, Concord

This intermodal transportation center connects a variety of transportation systems in Concord. Easily accessed from I-93, Exit 13 onto Stickney Avenue, the unmanned terminal with parking offers short and

long distance bus services and airport shuttles. Unique bicycle lockers at the Transportation Terminal allow cyclists to securely stow bicycles for the duration of a trip.

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New Sidewalk at Palisades, Stowe Village, Vermont

Street trees, sidewalk, fence, and parallel parking along this new village street create a comfortable walking environment. This new development is just off

South Main Street, about 1/5 mile south of the intersection of Main and Bridge Streets (Routes 100 and 108).



Neighborhood Sidewalk, Hanover

Neighborhood sidewalk laid out 40 years ago along Reservoir Road in Hanover still provides a safe place for people of all ages to walk, run and even jump rope. It connects a neighborhood of moderately dense single-family homes, an apartment complex, and eld-

erly housing, to local schools and services. Police and fire stations, school administrative offices, and two large employers are also in the neighborhood. Part of a larger pedestrian network, the sidewalk connects to Main Street by way of Lyme Road.

Depot Street, Stowe, Vermont

Depot Street, in the heart of Vermont's Stowe Village, was extended approximately 1/2 mile in 1997 to provide an alternative access to Vermont Route 100 - the principal state highway serving Stowe. Initially providing access

to a new assisted living facility for area seniors, the extended road has become the site of pedestrian-scale commercial, residential, and office development adjacent to the historic village center.



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Upper Valley Public Transportation

Advance Transit offers Upper Valley residents an easy way to get to work and shopping. Advance Transit has worked closely with area towns, Dartmouth College, and the Dartmouth-Hitchcock Medical Center to develop enhanced trans-

portation options. Free service, free parking lot shuttles, and a computerized regional carpool system are helping to solve area transportation problems. Each Advance Transit bus can carry two bicycles on easy-to-use bicycle racks.



Village Green at Waterville Valley

In June 2002 the Waterville Valley Planning Board granted final approval for the first phase of Village Green at Waterville Valley. The comprehensive, pedestrian-oriented village will complement the mixed-use center in the heart of town. The project includes 84 single-family and duplex homes, a village green, and a meeting house on 11 acres. Automobile access and traffic is restricted to alleyways at the back of the homes, separate from pedestrian pathways. Residential units face pedestrian

walkways and a multi-use path that connect to integrated pocket parks and adjacent uses. The multi-use path running through the center of the village will accommodate pedestrians, bikers, skiers, and the winter horse-drawn sleigh. The Waterville Valley Transit Authority is planning an aerial transportation system to connect the Village and Town Square to the ski area.